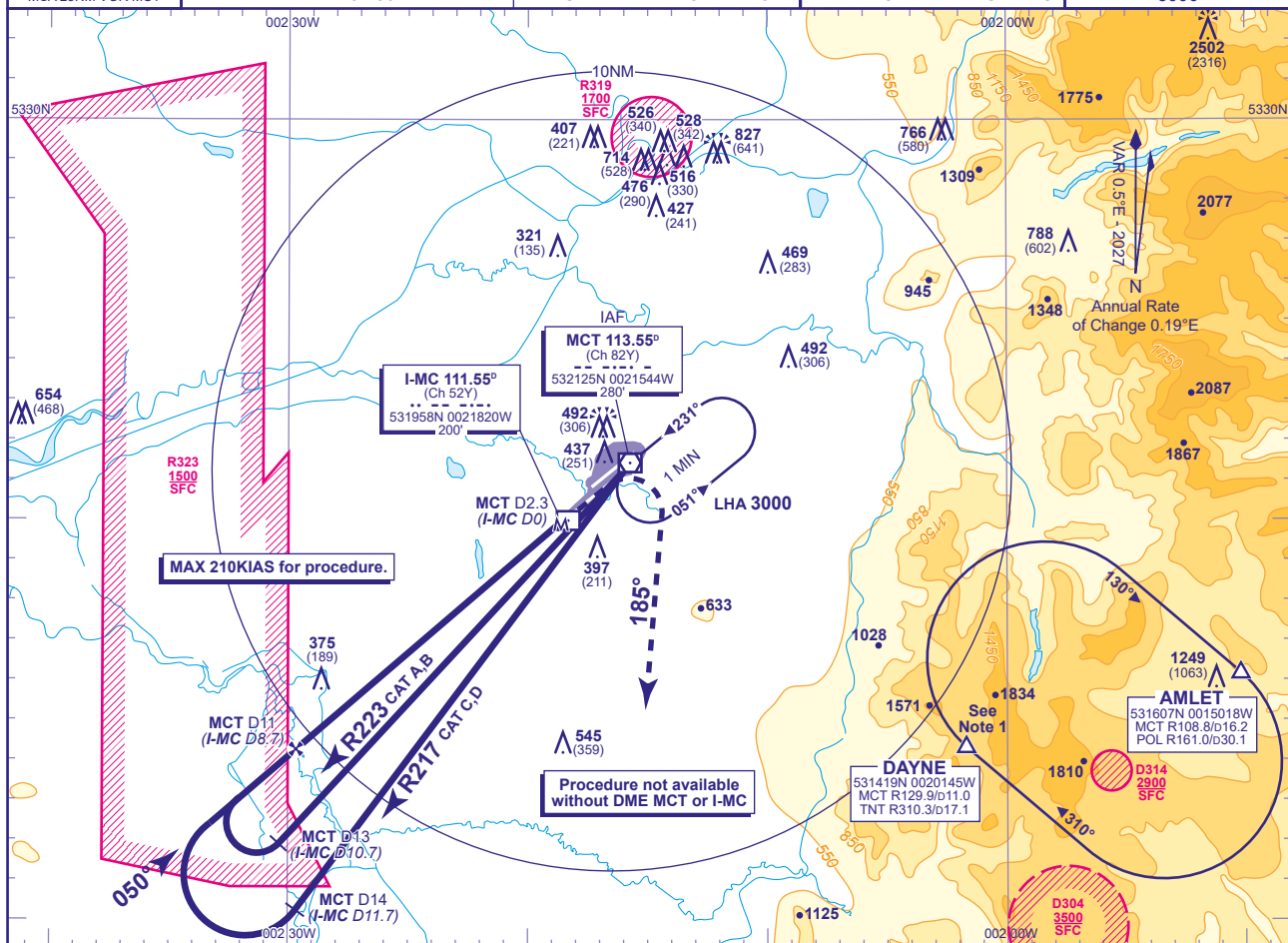


INSTRUMENT APPROACH CHART - ICAO

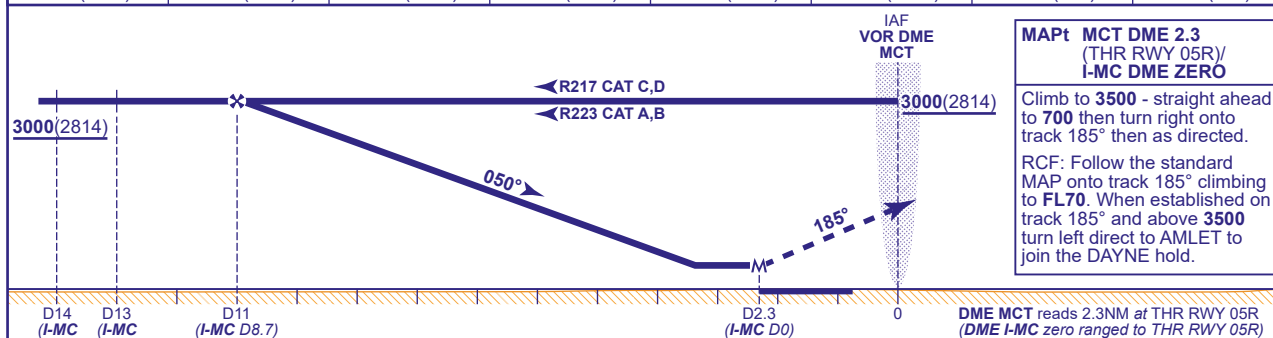
MANCHESTER
VOR/DME
RWY 05R
(ACFT CAT A,B,C,D)

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	186
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	2502 AMSL (2316) (ABOVE THR)
	121.855, 121.705	MANCHESTER GROUND		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000

RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MC)	10(7.7)	9(6.7)	8(5.7)	7(4.7)	6(3.7)	5(2.7)	4(1.7)
ALT(HGT)	2680(2494)	2360(2174)	2050(1864)	1730(1544)	1410(1224)	1090(904)	780(594)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	770(584)	770(584)	770(584)	770(584)	FT/MIN	850	750	640	530	420
VM(C)OCA (OCH AAL)	Total Area	790(533)	820(563)	1110(853)	1110(853)						

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.

2 DME I-MC may be used if MCT DME is not available.

3 Procedure restricted to maximum 210KIAS.

4 FAT offset 0.9° from RWY C/L.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.